

ABSTRACT

An apparatus for damping rotational vibrations in a power train comprises a free-wheel clutch between a driving element and a driven element. At the outer ring and at the inner ring of the free-wheel clutch there are formed clamping ramps cooperating with clamping balls lying therebetween. The clamping ramps are provided at the axial front sides of the rings of the free-wheel. One of the rings of the free-wheel clutch is arranged axially undisplaceable and the other ring is arranged axially displaceable. Between the axially displaceable ring and an axial buttress there is provided a spring element acting in axial direction. Thereby the transmission of rotational vibrations onto the driving element can be prevented due to an axial displacement of the constructional parts arranged therebetween up to their clamping, particularly with an increasing number of revolutions of the driving element.